



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
December 2, 2021

<u>In-Person Attendance Option</u> Severance Town Hall 3 Timber Ridge Parkway Severance, CO 80550	<u>Virtual Attendance Option</u> Call-in Number: (872) 240-3311 Access Code: 784-815-789 Online Meeting: https://bit.ly/3gtbKbo
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – November 4, 2021 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|---|--|------|
| 3) Air Pollution Control Division (APCD) | Dena Wojtach – Manager, Planning & Policy Program | 6:05 |
| 4) Regional Air Quality Council (RAQC) | (Written) | |
| 5) NFRMPO Air Quality Program Updates (Page 12) | Medora Bornhoft – Transportation & Air Quality Planner III | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
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| 6) Report of the Chair <ul style="list-style-type: none">• STAC Representative | Will Karspeck - Council Chair, Town of Berthoud | 6:20 |
| 7) Executive Director Report <ul style="list-style-type: none">• New Transportation Planner• Legislative Update (Page 13) | Suzette Mallette - Executive Director | 6:25 |
| 8) TAC (Page 20) | (Written) | |
| 9) Mobility | (Written) | |
| 10) Finance (Page 21) | (Written) | |
| 11) Community Advisory Committee (CAC) (Page 23) | (Written) | |

CONSENT ITEM:

- | | | |
|--|--|------|
| 12) 2021 Coordinated Plan Resolution 2021-24 (Page 24) | Alex Gordon - Transportation Planner III | 6:30 |
| 13) 3 rd Quarter Financial Statements (Page 29) | Merideth Kimsey – Accounting Manager | |

ACTION ITEMS:

- | | | |
|--|---|------|
| 14) November 2021 TIP Amendment Resolution 2021-25 (Page 42) | AnnaRose Cunningham - Transportation Planner II | 6:35 |
| 15) 2022 Officer Elections | Will Karspeck | 6:45 |

NEXT MPO COUNCIL MEETING: January 6, 2022- Hosted by City of Greeley



DISCUSSION ITEM:

- | | | |
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| 16) NFRMPO 10-Year Pipeline of Projects Update (Page 47) | Becky Karasko - Transportation Planning Director | 6:50 |
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COUNCIL REPORTS:

- | | | |
|----------------------------|--|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | 7:05 |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| STAC Report (Page 49) | (Written) | |
| I-25 Coalition | Scott James — Council Vice Chair, Weld County Commissioner | |
| Host Council Member Report | Frank Baszler — Councilmember, Town of Severance | |

EXECUTIVE SESSION:

- | | |
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| <i>To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.</i> | 7:15 |
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MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 8:00 |
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MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Maureen Dower, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

Town of Eaton

Lanie Isbell, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor Pro Tem

Alternate- Brian Rudy, Mayor

City of Fort Collins

Jeni Arndt, Mayor

Alternate- Tricia Canonico, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

Vacant

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**November 4, 2021
Hybrid Meeting at Loveland Public Works Administration Building**

Voting Members Present:

Jeni Arndt	-Fort Collins
Elizabeth Austin	-Milliken
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Dave Clark	-Loveland
Mark Clark	-Evans
Lanie Isbell	-Eaton
Scott James – Vice Chair	-Weld County
Troy Mellon	-Johnstown
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Paula Cochran	-LaSalle
Will Karspeck – Chair	-Berthoud
Lisa Laake	-Timnath
Dena Wojtach	-CDPHE-APCD

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Manager; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III; **AnnaRose Cunningham**, Transportation Planner II

In Attendance:

Abdul Barzak, Allison Baxter, Rich Christy, Michael Command, Jim Eussen, Jamie Grim, Josie Hadley, Butch Hause, Myron Hora, Will Jones, Dean Klingner, Katrina Klobdanz, Dave Klockeman, Jodi Lessman, Mitch Nelson, Johnny Olson, Heather Paddock, Mark Peterson, Evan Pinkham, Elizabeth Relford, Jan Rowe, Mike Silverstein, Sandra Hagen Solin, Robin Stoneman, Eric Tracy, Paul Trombino, and James Usher.

Vice Chair James called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

None.

Move to Approve Agenda and Minutes

Arndt **moved** to *APPROVE THE NOVEMBER 4, 2021 MEETING AGENDA AS SUBMITTED* and *APPROVE THE OCTOBER 7, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by D. Clark and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Vice Chair James opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Silverstein stated the RAQC is working on developing the next ozone plan and three work groups are meeting to explore strategies for reducing ozone precursors. All stakeholders are invited to engage in the work groups. Silverstein addressed questions on ozone transport, monitor placement, how population growth is considered, and background ozone levels.

NFRMPO Air Quality Program Updates

Bornhoft stated there has been no update from the EPA on the final decision to expand the 2015 ozone nonattainment area to include Weld County.

Metropolitan Planning Organization (MPO) Agenda

Vice Chair James opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Vice Chair James thanked D. Clark for his service on the NFRMPO Planning Council. Mallette explained two representatives from the NFRMPO will be selected by the Governor for the Front Range Passenger Rail District Board of Directors and recommended Planning Council formalize their preferred representatives through a resolution. Planning Council members discussed possible representatives and recommended Chair Karspeck and Payton apply for the Board.

D. Clark **moved** to approve RESOLUTION NO. 2021-23 *APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF DIRECTORS*. The motion was **seconded** by Stephens and **passed** unanimously.

Vice Chair James noted elections for Planning Council executive positions will occur at Planning Council's December meeting.

Executive Director Report

Mallette stated her evaluation survey was emailed yesterday and asked recipients to complete the survey within two weeks. The NFRMPO's Premium Transit Analysis has a survey available through November 9, 2021, to identify the corridors to be advanced to the next stage of analysis.

TAC

A written report was provided.

Mobility

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

Q3 TIP Modifications

A written report was provided.

CONSENT AGENDA:

TIP Project Delay (Resolution 2021-21)

Rennemeyer **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Payton and **passed** unanimously.

ACTION ITEMS:

FY2021 Additional CMAQ Allocations – Cunningham noted \$2.2M in CMAQ funding is available for allocation. Two partially funded projects from the 2016 Call for Projects, including Loveland's *COLT Diesel Bus Replacement* project and Fort Collins' *Transfort CNG Buses* project, can accept additional federal funds. TAC recommended awarding \$166k to those two projects and providing the remaining \$2.034M to North I-25.

D. Clark **moved** to approve RESOLUTION NO. 2021-22 *APPROVING ADDITIONAL ALLOCATIONS OF FY2021 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS TO PROJECTS SELECTED IN THE 2016 CALL FOR PROJECTS AND THE REMAINING FUNDS TO NORTH I-25*. The motion was **seconded** by Payton and **passed** unanimously.

Additional NFRMPO Comments on CDOT Greenhouse Gas Transportation Plan Budgets Rule – Bornhoft provided an overview of the greenhouse gas (GHG) rule being proposed by the Transportation Commission (TC) and noted the rulemaking schedule was extended. Bornhoft explained how the GHG rule impacts the upcoming NFRMPO Call for Projects, Transportation Improvement Program (TIP), and Regional

Transportation Plan (RTP) adoptions. Council members discussed implications for projects such as transit bus replacement and operations improvements, along with the role of local governments in identifying mitigations for projects, the impact of induced demand, and the feasibility of the GHG Reduction Levels.

Bornhoft reviewed major updates to the proposed rule released by CDOT in mid-October, proposed three new comments on the rule, identified the status of the NFRMPO's 13 submitted recommendations, and recommended three priority comments to highlight the most critical concerns for the TC. Council members supported adding one additional comment as a priority: removing the requirement for TC to consider revising the rule based on changes in VMT per capita. Council members discussed how the purpose of the rule is to reduce GHG emissions and that reductions in VMT may not result in reductions in GHG emissions.

Bornhoft noted some requested data has not been provided by CDOT and asked Planning Council if the comment letter should be submitted as is or if staff should send the letter closer to the close of the public comment period on November 18th to enable modifications if CDOT provides the requested data. Planning Council recommended submitting the letter as is and submitting addenda if needed.

D. Clark **moved** to approve *THE NFRMPO ADDITIONAL COMMENT LETTER ON CDOT'S GREENHOUSE GAS TRANSPORTATION PLAN BUDGETS RULE WITH THE ADDITION OF A FOURTH PRIORITY*. The motion was **seconded** by Payton and **passed** unanimously. Bracke abstained from voting.

DISCUSSION ITEM:

2021 Coordinated Plan – Gordon stated the Coordinated Plan is federally required; is updated every four years; and addresses the transportation needs of older adults, individuals with disabilities, and low-income adults. Gordon explained the Plan's proposed strategies and the public input process for developing the Plan. The Weld County Mobility Committee (WCMC) recommended Planning Council adoption of the Plan and the Larimer County Mobility Committee (LCMC) will make a recommendation at their meeting on November 18, 2021. Planning Council will consider adoption of the Plan at their meeting on December 2, 2021.

NFRMPO 10-Year Pipeline of Projects Update – Karasko stated CDOT is asking MPOs and TPRs to review projects on CDOT's 10-Year Pipeline to determine if they are still priorities. The NFRMPO developed and adopted its own 10-Year List in early 2020 with 57 projects organized into three tiers. Subsequently, the NFRMPO's Tier 1 list was submitted to CDOT and incorporated into CDOT's 10-Year Pipeline. Karasko asked Planning Council if North I-25 and US34 are still the priority corridors and Council members agreed they are.

Council members discussed the status of specific projects, the need for input from local agency staff, and how to comprehensively assess the impacts of projects and their return on investment (ROI). D. Clark asked which years of the 10-Year Pipeline are being updated. Bracke stated Paddock had a helpful presentation at the 4 TPR Chair meeting last week that identified the process for updating CDOT's 10-Year Plan.

TAC will consider the timing of project needs on those corridors at their meeting in November. Feedback from TAC will be brought to the December Planning Council meeting and the deadline for updating the pipeline is January 2022. CDOT will decide how to incorporate the NFRMPO's updated list into the CDOT 10-Year Pipeline.

COUNCIL REPORTS:

Transportation Commission – Bracke extended an invitation to meet to discuss projects.

CDOT R4 Update – Paddock stated she could share slides from the 4 TPR Chair meeting on the 10-Year Pipeline update at the December Planning Council meeting. CDOT developed fact sheets for the 10-Year Pipeline to explain each project's scope and benefits. Project fact sheets can be accessed by clicking on the Planning Project ID links at https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan/090321_cdod_ytp_10yearvision_project-tables-1.pdf. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for North I-25 Segments 7 and 8 is moving forward. Paddock will be compiling an info graphic to convey the full range of benefits of the North I-25 project. Kechter Road closed on October 1 and there is more queuing on Harmony and North I-25 as a result. The northbound off-ramp at Harmony will be fixed to reduce some of the queues on the interstate and interim traffic signal timing will be deployed on Harmony to minimize impacts. Kechter Road is expected to reopen in May.

STAC report – A written report was provided.

I-25 Coalition/ US 34 Coalition – Vice Chair James noted the I-25 Coalition met yesterday and the US 34 Coalition met today after a hiatus and heard updates from Paul Trombino, the new Public Works Director at the City of Greeley, on a design for the two intersections of US 34 at 47th and 35th that the City has funding to improve. The US 34 Coalition will resume meeting quarterly.

Host Council Member Report – D. Clark noted US 34 is being widened from two lanes to three lanes both ways. Almost all the project is funded, except for eastbound from Boyd Lake Avenue to North I-25. Another major project is the intersection at US 34 and Taft Ave which will be improved in 2023.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:43 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff



MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: December 2, 2021

Re: NFRMPO Air Quality Program Updates

Background

2015 Ozone Boundary Update

The EPA announced a final rule to revise the boundary of the Denver Metro/North Front Range (DM/NFR) Ozone Nonattainment area for the 2015 Ozone standard to include the entirety of Weld County. As of November 23, 2021, the final rule has not been published in the Federal Register; however, the pre-publication version of the final rule signed on November 17, 2021, by EPA Administrator Michael S. Regan is available at <https://www.epa.gov/system/files/documents/2021-11/san8260.1-frn-o3rmd-2cos.pdf>.

Over the next several months, NFRMPO staff will work with Cambridge Systematics, the firm contracted for the update to the NFRMPO's Regional Travel Demand Model, to expand the modeling area to include Northern Weld County. After the modeling area is expanded, the NFRMPO will conduct a conformity determination for the entire Northern Subarea within 12 months of the effective date of the final rule in accordance with federal requirements.

GHG Transportation Budgets

At the November Planning Council meeting, the Council approved another round of comments on the Transportation Commission's (TC's) proposed rule on greenhouse gas (GHG) emissions standards for transportation plans ("GHG Rule"). The second comment letter was submitted to the TC on November 9, 2021. No additional data was provided by CDOT to the NFRMPO after the November Planning Council meeting and prior to the close of the public comment period on November 18, 2021, so no further written comments were submitted by NFRMPO staff on the GHG Rule.

Chair Karspeck and NFRMPO staff presented oral testimony describing the NFRMPO's four priority recommendations on the GHG Rule at CDOT's 10th and final rulemaking hearing on November 10, 2021. Additionally, Chair Karspeck provided public comment highlighting the four priorities for the GHG Rule at the TC meeting on November 18, 2021. The TC is scheduled to consider adoption of the GHG Rule at their meeting on December 16, 2021.

Action

NFRMPO staff invites Planning Council member feedback on the NFRMPO Air Quality Program.

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: December 2, 2021

Re: Infrastructure Investment & Jobs Act Summary

Background

Congress passed the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Deal (BID) and Federal Infrastructure Bill (FIB), on November 5, 2021, and was signed by President Biden on November 15, 2021. Included in the IIJA is the federal transportation reauthorization bill, which extends FY2021 funding through FY2022 for federal-aid highway, transit, and safety programs, and authorizes FY2023-FY2026 surface transportation programs.

The IIJA provides the following new and updated MPO processes and funding sources:

- **Complete Streets Standards or Policies** (Requirement): No less than 2.5 percent of funds in section 104(d)/PL funds must go to the adoption of Complete Streets policies, development of a Complete Streets prioritization plan, development of transportation plans creating a network of active transportation facilities, creating alternatives to expanding highway capacity to address travel demand and capacity constraints, and creating plans to support transit-oriented development. States or MPOs may opt out by demonstrating more than 30 days before funds are apportioned that there are existing Complete Streets standards and policies in place and the Complete Streets prioritization plan is up to date.
- **Housing Coordination** (Optional): Housing is added as a planning factor that MPOs must consider in the transportation planning process. MPOs serving a Transportation Management Area (TMA) may develop a housing coordination plan that includes projects and strategies that may be considered in the Regional Transportation Plan. The Plan may address the integration of strategies through a process providing for integration of housing, transportation, and economic development strategies.
 - MPOs may coordinate with State and local entities responsible for land use, economic development, housing, management of road networks, or public transportation, and other appropriate public or private entities.
- **Carbon Reduction Strategy** (Partner): States shall develop a carbon reduction strategy in consultation with MPOs in the State. The strategy will identify projects and strategies to reduce transportation emissions via traffic congestion reduction. This can be done by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or MPO areas. This also includes investing in the use of vehicles that result in lower transportation emissions per person-mile compared to existing vehicles and reducing transportation construction emissions.



- **Carbon Reduction Program** (Partner): Separate than the Carbon Reduction Strategy, the Carbon Reduction Program will apportion funds to each State which may be used to support the reduction of transportation emissions. Eligible projects include electrification and diesel retrofits, trail construction and planning, transit facilities, research projects, TDM strategies, reducing the environmental and community impacts of freight movements, supporting deployment of alternative fuels, transportation demand management, traffic flow improvements without new capacity, and port electrification.
- **PROTECT Program** (Partner): The Promoting Resilient Operations for Transformative, Efficient, and Costsaving Transportation (PROTECT) grant program focuses on improving the resiliency of the nation's infrastructure through apportioned and competitive grants. This includes resiliency through natural infrastructure to protect against extreme weather and natural disasters. A portion of PROTECT competitive grants would be set aside for at-risk coastal infrastructure and evacuation routes.
- **Active Transportation Infrastructure Investments Program** (Competitive): Eligible agencies can apply for funds to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- **Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART)**: The SMART grants focus on demonstrating coordinated automation, connected vehicles, Intelligent, sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging use of innovative aviation technology, smart grid, and/or smart technology traffic signals. Eligible agencies can apply for this competitive grant to complete development phase activities and construction phase activities, but not for any traffic or parking enforcement activity; or to purchase or lease a license plate reader.
- **Charging and Fueling Infrastructure** (Competitive): MPOs and local governments may apply for the new grant program to strategically deploy publicly accessible electric vehicle charging, hydrogen fueling, propane, and natural gas fueling infrastructure along designated alternative fuel corridors.
- **Healthy Streets Program** (Competitive): MPOs and local governments may apply for funding to deploy cool pavements and porous pavements and expand tree cover.
- **Transportation Access Pilot Program** (Competitive): MPOs may apply for funds in this pilot program. The purpose of the pilot program is to develop or procure an accessibility data set and make that data set available to each eligible entity selected to participate in the pilot program. The data set would include access by surface transportation to important destinations, level of access for different population categories and freight commodities, and to assess the change in accessibility that would result.
- **Railroad Crossing Elimination Program** (Competitive): MPOs may apply for funds in this program. Funds could be used to eliminate highway-rail grade crossings that are frequently blocked by trains, reduce the impacts that freight movement and railroad operations may have on underserved communities, and to improve the mobility of people and goods.



- **Safe Streets and Roads for All Grant Program** (Competitive): MPOs may create a Comprehensive Safety Action Plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a Vision Zero or Toward Zero Deaths plan. Included in this plans are a goal and timeline for eliminating fatalities and serious injuries; an analysis of the location and severity of vehicle-involved crashes in a locality; an analysis of community input, gathered through public outreach and education; a data-driven approach to identify projects or strategies to prevent fatalities and serious injuries in a locality; and mechanisms for evaluating the outcomes and effectiveness of the comprehensive safety action plan, including the means by which that effectiveness will be reported to residents in a locality.

Other important updates for Council members to be aware of include:

- STBG funding can now be used for installation of electric vehicle (EV) charging infrastructure, cybersecurity for transportation facilities, tourism, wildlife collision mitigation, and resiliency improvements.
- Increase funding for the Transportation Alternatives (TA) program.
- Increase funding for the Nationally Significant Freight and Highway Projects (INFRA) grant program.
- Allow counties to determine local roadway design, meaning the MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice.
- Requires USDOT to update the MUTCD to provide for the protection of vulnerable road users, testing and integrating automated vehicle technology.



U.S. Department of Transportation
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Washington, DC 20590
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News

The Bipartisan Infrastructure Law Will Deliver for Colorado

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Colorado is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Colorado.** For decades, infrastructure in Colorado has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Colorado a C- on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Colorado residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Colorado there are 481 bridges and over 3,620 miles of highway in poor condition. Since 2011, commute times have increased by 9.3% in Colorado, and on average, each driver pays \$651 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Colorado would expect to receive approximately \$4 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 28.5% more than the State's Federal-aid highway formula funding under current law (1). Colorado can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Colorado can also expect to receive approximately \$86 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$98 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Colorado will receive approximately \$33 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels. Local and tribal governments in Colorado will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, Colorado can expect to receive approximately \$39.5 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant (3). This represents about a 62% increase in funding compared to FAST Act levels (4). Colorado will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Colorado also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Coloradans who take public transportation spend an extra 74.6% of their time commuting and non-White households are 1.8 times more likely to commute via public transportation. 12.2% of transit vehicles in the state are past useful life. **Based on formula funding alone, Colorado would expect to receive about \$950 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 34% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Colorado would expect to receive about \$57 million over five years to support the expansion of an EV charging network in the state (6). Colorado will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Colorado will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Colorado would receive approximately \$432 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing

bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
November 17, 2021**

APPROVAL OF THE OCTOBER 20, 2021 TAC MINUTES

Baxter noted the question during the Call for Projects presentation on right of way (ROW) clearance was not in the minutes and requested NFRMPO Staff make the addition. Relford moved to approve the October 20, 2021 TAC minutes with the Staff revisions. Klockeman seconded the motion, which was approved unanimously.

REGIONAL AIR QUALITY UPDATES

Regional Air Quality Updates – Bornhoft updated the group on the status of the GHG Rulemaking including the comments and public testimony Staff and Council members have made on the rule and noted the public comment period closes at noon on November 18. Bornhoft noted the interaction between the GHG Rulemaking and the NFRMPO’s current Call for Projects. Bornhoft reported on behalf of APCD that the Division has a new director, Michael Ogletree, and there will be a website launched in December which can be used by employers in the North Front Range on voluntary TDM initiatives.

Ferko reported the RAQC’s Control Strategy Work Groups will be meeting on December 7 and the next Control Strategy Committee meeting will be on December 15.

ACTION ITEM

November 2021 TIP Amendment – Cunningham reviewed the revision requests in the November 2021 TIP Amendment, including the addition of five new projects to the CDOT Region 4 Hazard Elimination (HSIP) pool and the addition of a new project pool for the Revitalizing Main Streets (RMS) projects. Baxter moved to approve the November 2021 TIP Amendment to the FY2022-2025 TIP. Oberschmidt seconded the motion, which was approved unanimously.

DISCUSSION ITEM

NFRMPO 10-Year List – Karasko presented two versions of the Tier 1 list from the 10-Year List of Projects which was approved by the NFRMPO Planning Council in January of 2020 to go into the CDOT 10-Year Plan. These lists also included edits and updates project sponsors and CDOT R4. The list was discussed at the November 4, 2021 Planning Council meeting where Council Members agreed the I-25 Corridor and the US 34 Corridor remained the top regional priorities. The group discussed revising descriptions and funding estimates for projects included in the list. Relford asked how changes to the projects along US 34 which are being discussed at the US 34 Coalition will affect the list. Mallette clarified specifics of individual projects do not change the priority of the corridor overall. Karasko noted a more comprehensive update to the list will be completed for the 2050 RTP where corridor priorities can be reevaluated. Karasko will send an editable project list to TAC members to revise prior to the December Council meeting.

Meeting Minutes of the
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

November 18, 2021

3:00 p.m.

Microsoft Teams

Members

Paul Rennemeyer

Lanie Isbell

Mark Clark

Staff

Suzette Mallette

Merideth Kimsey

Becky Karasko

Barbara Bills

The meeting was called to order by Isbell at 3:05 p.m.

Approval of Minutes:

Clark made the motion to approve the September 23, 2021 meeting minutes, and Isbell seconded. The meeting minutes were accepted as presented.

3rd Quarter Unaudited Financial Statements

Kimsey presented the 3rd Quarter Unaudited Financial Statements for the MPO and the VanGo programs, noting significant variances from budget. This included the continued reduction in Fare revenue and Fleet expense for VanGo due to ongoing remote work caused by COVID. Isbell asked if these conditions will be taken into consideration in future budgets. Kimsey confirmed that continuing remote work trends will be factored in.

Kimsey presented the Schedule of Expenditures of Federal Awards and a summary of banks accounts and investments for the organization. There were no questions from Committee members.

Clark moved to approve and recommend the 3rd Quarter Unaudited Financial Statements be approved by the Council at the December meeting. Isbell seconded and the motion was unanimously agreed upon.

COVID Related Cost of Living Discussion

Mallette opened a discussion regarding COVID-related inflation and cost of living increases. She asked for insight from the Committee members and if their communities have discussed such action. All three members present stated their communities do salary increases based on budgeted merit percentages and none have considered emergency cost of living increases due to COVID-related inflation. The NFRMPO will continue to follow this model as well.

The meeting was adjourned at 3:35 p.m.

FINANCE COMMITTEE REPORT

- Finance Committee met on November 18, 2021.
- The September 23, 2021 meeting minutes were approved.
- Kimsey presented the 3rd Quarter Unaudited Financial Statements noting significant variances.
 - Finance Committee recommended Council approve the financial statements.
- Mallette opened a discussion regarding COVID-related cost of living adjustments to salaries.
 - All Committee member present stated they were not implementing such measures.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

November 11, 2021

Attendees: AnnaRose Cunningham, Medora Bornhoft, Wayne Chuang, Alex Gordon, Doran Azari, Louisa Andersen, Anna Kelso, Gary Strome, Hunter Rivera, Kathleen Mitchell, Kevin Borchert, Cliff Moore

Air Quality Planning

Medora Bornhoft, NFRMPO, and Wayne Chuang, Regional Air Quality Council (RAQC), presented on air quality planning in Colorado. Bornhoft explained the relationship between EPA, USDOT, CDOT, RAQC, DRCOG, Upper Front Range TPR, and the NFRMPO, all of which work together to help the region achieve air quality conformity. The NFRMPO is in nonattainment for two sets of National Ambient Air Quality Standards (NAAQs). RAQC is developing the State Implementation Plan (SIP), which will show how the region can attain the standards within the required timeframe. Bornhoft explained transportation conformity, which means that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) will not cause new air quality violations or worsen existing violations. Meeting conformity is based on the travel demand modeling and regional emissions analyses. Chuang explained the RAQC, which helps award air quality funding and leads ozone planning for the region. Bornhoft explained the greenhouse gas pollution reduction efforts the State is currently embarking on. Chuang explained how air quality is monitored around the State and how the trends have evolved over the last few years.

Borchert asked how the region has achieved less pollution despite adding more population. Bornhoft explained the CAFÉ standards for vehicles have improved reducing a lot of vehicle pollution. Borchert asked how wildfires factor into ozone monitoring. Chuang explained smoke can slow the development of ozone, which requires sunlight, but ozone is accounted for in looking at sources.

Subcommittees

Cunningham discussed the outreach survey, which is still open for the CAC members to complete. Cunningham recommended shifting the purpose of the subcommittees and sending agendas to all members with a focus on different topics for each meeting. Cunningham added the next meeting will focus on the NFRMPO's Call for Projects, which closes on December 10.

Next meeting agenda topics: History of Larimer and Weld counties through indigenous lands/perspective and recent legislation and its impacts on Colorado.

The meeting adjourned at 7:13 p.m. The next meeting date will be January 13, 2022.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
December 2, 2021 Severance	2021 Coordinated Public Transit/Human Services Transportation Plan ** CONSENT **	Alex Gordon
Objective/Request Action		
To adopt the <u>2021 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)</u>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none">To receive FTA \$5310 funding, the NFRMPO is required to update the <u>Coordinated Public Transit/Human Services Transportation Plan</u> every four years.The previous <u>Coordinated Plan</u> was adopted by Planning Council in December 2017.The <u>2021 Coordinated Plan</u> identifies transportation issues, service overlaps, and gaps for older adults and individuals with disabilities within the urbanized portions of Larimer and Weld counties as well as goals and strategies to address the identified gaps.The <u>2021 Coordinated Plan</u> was developed with input from the public through presentations at meetings, attendance at local events, and discussions at a senior center, and discussions with local transit agencies and the Larimer and Weld County Mobility Committees.The <u>2021 Coordinated Plan</u> can be downloaded at: https://nfrmpo.org/wp-content/uploads/2021-coordinated-plan-final.pdfThe Weld County Mobility Committee recommended Planning Council approve the <u>Coordinated Plan</u> at their October 26, 2021 meeting, and the Larimer County Mobility Committee recommended Planning Council approval at their November 18, 2021 meeting.Comments received during the 30-day public comment period were incorporated into the draft Plan prior to recommended adoption.		
Committee Discussion		
<ul style="list-style-type: none">The LCMC and WCMC discussed the plan at a joint Mobility Committee meeting on August 24, 2021. The Weld County Mobility Committee took action at their October 26, 2021 meeting, and the Larimer County Mobility Committee took action at their November 18, 2021 meeting.Planning Council discussed the plan at the November 4, 2021 meeting.		
Supporting Information		
<ul style="list-style-type: none">The NFRMPO Mobility Coordination Program is funded through FTA \$5310 funds received from CDOT and sales tax dollars from the City of Fort Collins (exchanged for FTA \$5310 funds).The NFRMPO Mobility Coordination Program brings together human service and transit agencies, and staff from the NFRMPO to ensure residents of the region have efficient and coordinated mobility and access.Federal transit law requires that projects selected for funding under the FTA \$5310 Enhanced Mobility for Individuals and Individuals with Disabilities Program be "included in a locally developed, coordinated public transit-human services transportation plan".The Larimer and Weld County Mobility Committees have acted as steering committees for the <u>2021 Coordinated Plan</u> and will make a recommendation to Planning Council.		

Advantages

- The 2021 Coordinated Plan meets the requirements set out in federal guidance.
- The 2021 Coordinated Plan builds on support and partnerships already in existence.
- The 2021 Coordinated Plan situates the region to receive additional funds to achieve the goals set out in the Plan.
- The 2021 Coordinated Plan identifies programs and strategies to aid older adults and individuals with disabilities living within the NFRMPO region.

Disadvantages

- None noted.

Analysis/Recommendation

- The 2021 Coordinated Plan meets the requirements set forth by the FTA.
- NFRMPO staff requests Planning Council adopt the Plan.

Attachment

- **2021 Coordinated Public Transit/Human Services Transportation Plan** Executive Summary

0

EXECUTIVE SUMMARY



60+ Ride driver and passenger. Image Credit: 60+ Ride

BACKGROUND

The purpose of the **2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** is to identify transportation issues, service overlaps, and gaps for older adults and individuals with disabilities within the urbanized portions of Larimer and Weld counties as well as goals and strategies to address these identified issues.

As a recipient of FTA §5310 funds, the NFRMPO updates the **Coordinated Plan** every four years

with guidance from the Larimer and Weld County Mobility Committees, local stakeholders, transportation providers, and other members of the public. The need for improved transportation for older adults and individuals with disabilities has been known and continues to be an issue in both large and small communities within the NFRMPO region. Current programs and strategies are not enough to meet this growing demand.

RECOMMENDED STRATEGIES

Throughout the **Coordinated Plan** development process, stakeholders identified issues with transportation availability, specifically for trips that cross municipal or county boundaries; transportation affordability for rural areas, if transportation options exist; a lack of awareness about what services exist; and finding enough transit drivers to maintain levels of service. The following recommended strategies were drafted to address these concerns.

Strategy 1: Coordination

Local transportation providers, human service agencies, stakeholders, and other community groups will work together to reduce barriers for access to transportation. An example of this strategy is RideNoCo, the NFRMPO's One Call/One Click Center program.

Strategy 2: Education

Disparate programs exist for vulnerable populations to meet their basic needs, so there should be an investment in travel training, cross-promotion, and proactive educational campaigns like the Rider's Guides.

Strategy 3: Collaboration

Similar to coordination, transportation providers, human service agencies, stakeholders, and other community groups work best when they work together. These face-to-face or digital networks can make it easier to share strategies. Examples include the Larimer County and Weld County Mobility Committees, which meet bi-monthly.

Strategy 4: Infrastructure and Funding

Additional funding and service is important to addressing goals. Programs like Dial-a-Taxi, new and replacement vehicles, and local assistance to apply for new grants can be useful tools to improve service for vulnerable populations.

Strategy 5: Non-Transportation improvements

Funding guidelines can limit cross-sector strategies, but transportation and mobility are related to many day-to-day activities. Addressing transportation access during zoning, identifying options for active transportation to address public health concerns, and other non-transportation focused strategies can help reduce demand for specialized services.

RESOLUTION NO. 2021-24
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2021 COORDINATED PUBLIC TRANSIT/HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperative, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes and supports community development, the local economy, and social goals; and

WHEREAS, 49 U.S.C. Chapter 5310 requires each grant recipient of FTA \$5310 funding to adopt a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the *2021 Coordinated Public Transit/Human Services Transportation Plan* was developed through a public outreach process, which included government agencies, local transit agencies, non-profit organizations, local public committees, and in partnership with the Larimer County Mobility Committee and the Weld County Mobility Committee; and

WHEREAS, the Weld County Mobility Committee at their October 26, 2021 meeting and the Larimer County Mobility Committee at their November 18, 2021 meeting recommended the Planning Council adopt the *2021 Coordinated Public Transit/Human Services Transportation Plan*; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the MPO is the agency responsible for approving the *2021 Coordinated Public Transit/Human Services Transportation Plan* for the North Front Range Metropolitan Planning Area;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the *2021 Coordinated Public Transit/Human Services Transportation Plan*.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of December 2021.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director



MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: December 2, 2021

Re: CY 2021 3rd Quarter Unaudited Financial Statements

BACKGROUND

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 3rd Quarter of Calendar Year 2021 are attached for Planning Council member review and acceptance. This includes financial statements for both the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). Please see notes below for basis of accounting and explanation of indirect costs.

MPO Highlights-2nd Quarter

- The MPO completed its selection of a consultant to work on the Transit study funded with state MMOF funds and work has begun on the project.
- Funds billed to Fort Collins in exchange for 2020 FTA \$5310 funds were received during the quarter.
- Office expenses are reduced due to the impacts of COVID-19 and remote work.
- Detailed notes regarding budget variances are provided on the MPO statements.

VanGo™ Highlights-2nd Quarter

- Revenue from fares is significantly reduced due to continuing impacts for COVID-19, but slowly beginning to return.
- Fleet and office expenses were reduced due to COVID-19 and remote work.
- Detail notes regarding budget variances are provided on the VanGo™ statements.

ACTION

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2021 3rd Quarter Unaudited Financial Statements, dated September 30, 2021.



NOTES

Note 1:

The NFRMPO operates on an accrual basis of accounting for the for reporting financial records. Accrual basis of accounting means that revenues are recognized when earned and expenses when incurred.

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity, but rather incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example, rent) and general administrative expenses (for example, accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (the 2018 indirect cost rate was calculated using the 2016 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

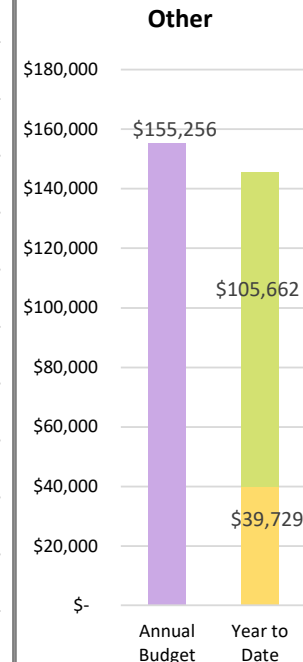
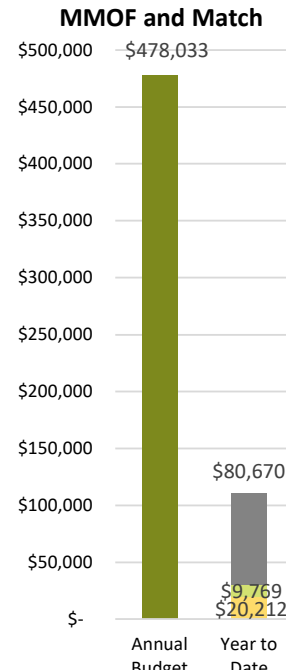
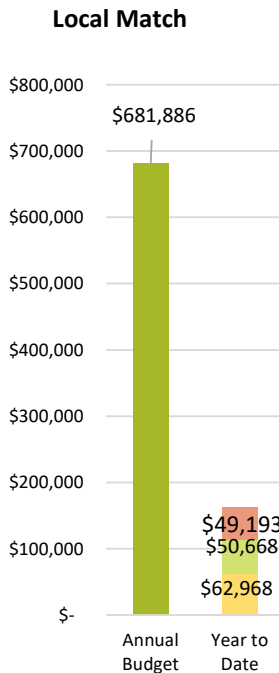
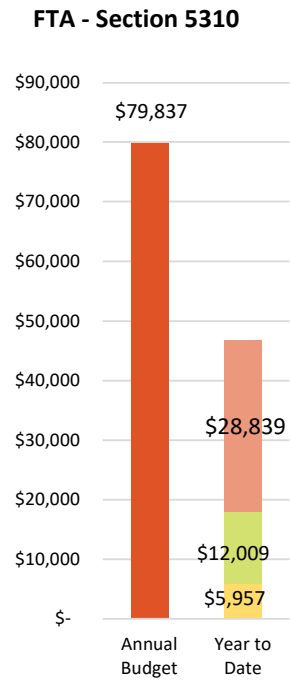
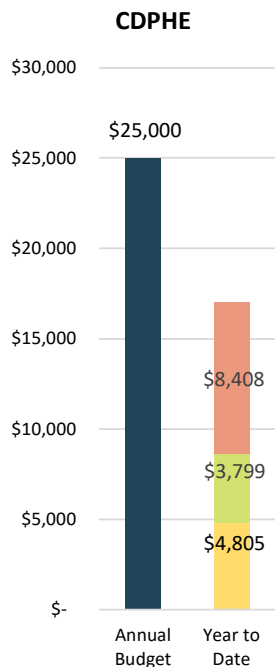
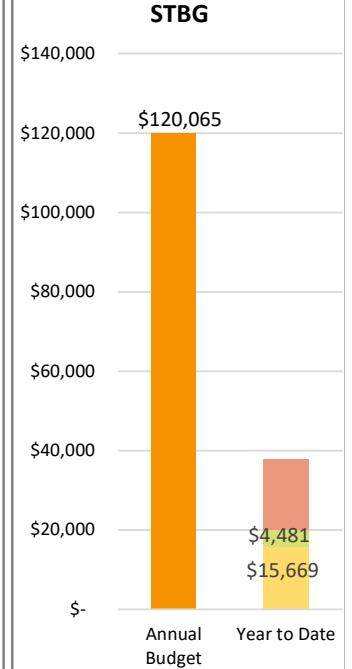
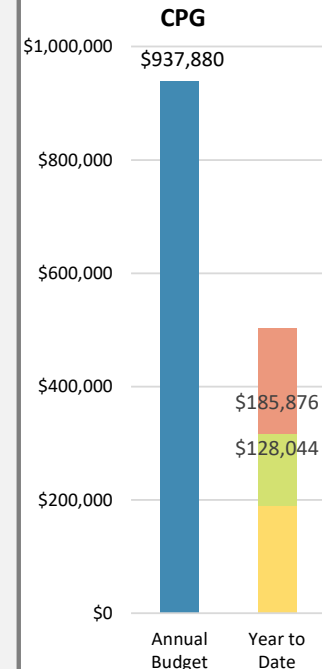
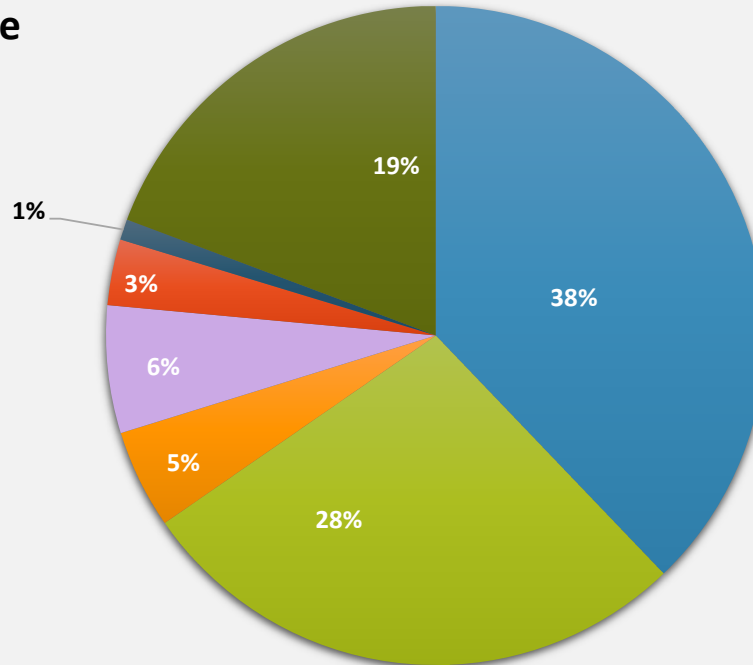
Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- CPG
- Local Match
- STBG
- State Planning Funds (SPR)
- Other
- FTA - Section 5310
- CDPHE
- MMOF and Match



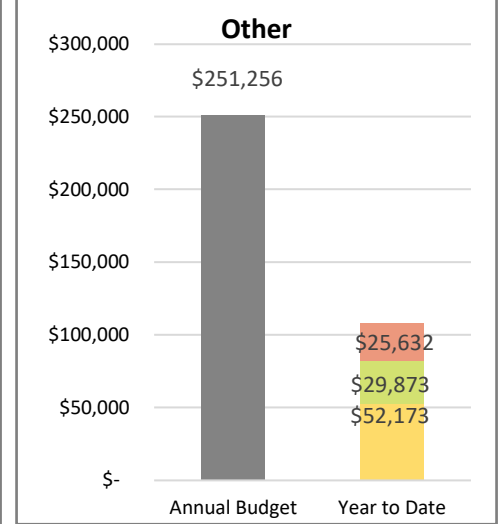
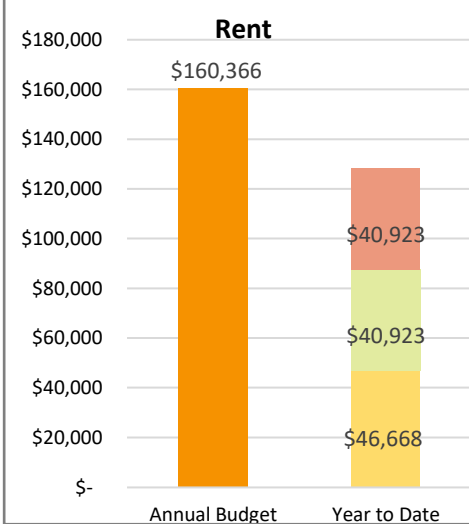
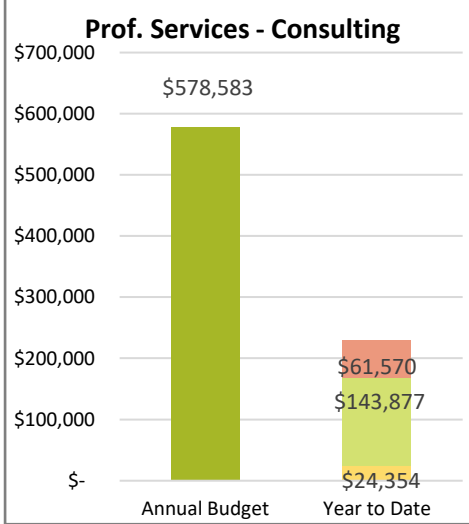
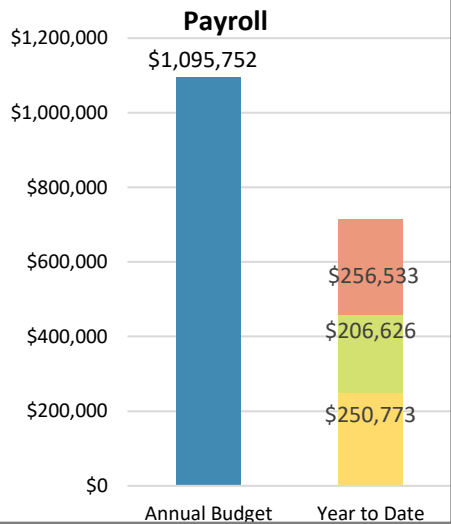
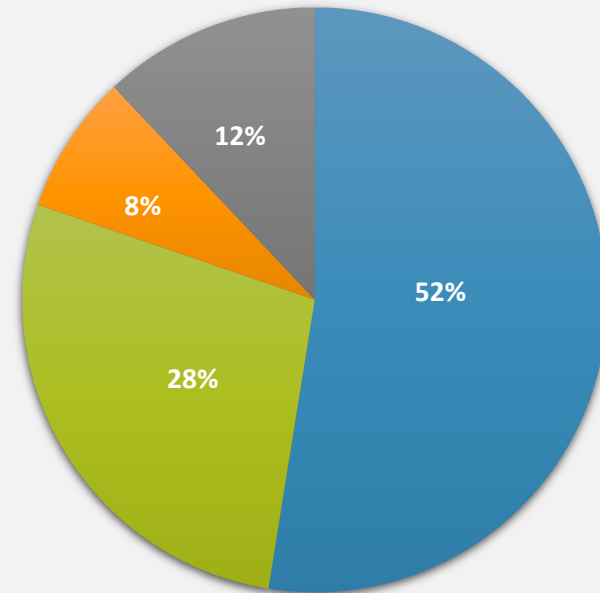
Metropolitan Planning Organization - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Payroll
- Prof. Services - Consulting
- Rent
- Other



Metropolitan Planning Organization
Statement of Net Position
For the Nine Months Ending, September 30, 2021

ASSETS

Cash and Cash Equivalents	\$332,913
Investments	658,831
Receivables	1,017,279
Prepays	5,850
Due From Other Funds	28,862
Capital Assets, net	19,083
Grant Receivables for Long Term Liabilities	
Total Assets	<u>2,062,817</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	21,997
Deferred Revenue	113,640
Advances From Other Funds	491,244
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	44,232
Total Liabilities	<u>671,113</u>

FUND BALANCE

Unreserved	959,281
Current Year Revenue over (under) Expenditures	432,424
Total Fund Balance	<u>1,391,704</u>

Total Liabilities and Fund Balance	<u>2,062,817</u>
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METROPOLITAN PLANNING ORGANIZATION
Statement of Revenue, Expenditures and Changes in Fund Balance
For the Nine Months Ending September 30, 2021

	2021 September	2021 Year to Date	2021 Budget	Variance	% Complete
REVENUE					
FHWA-Federal Income-CPG	\$185,876	\$503,080	\$937,880	\$434,800	53.64%
FHWA-Federal Income-STBG	17,750	37,900	120,065	82,165	31.57%
FTA-Federal Income-5310	20,917	32,052	52,487	20,435	61.07%
Federal Pass Through		37,632	40,256	2,624	93.48% (1)
State Funds_MMOF	40,335	70,316	446,033	375,717	15.76% (2)
State-CDPHE	8,408	17,012	25,000	7,988	68.05%
State-FASTER			32,000	32,000	0.00% (3)
State TSV		107,759	115,000	7,241	93.70% (4)
<i>Subtotal Grant Revenue</i>	<i>273,286</i>	<i>805,751</i>	<i>1,768,721</i>	<i>962,970</i>	<i>45.56%</i>
Local Match-Member Entities	49,193	132,847	233,130	100,283	56.98%
100% Local			2,723	2,723	0.00%
Transfer from VanGo	35,094	45,654	446,033	400,379	10.24% (2)
<i>Subtotal Local - All Sources</i>	<i>84,287</i>	<i>178,501</i>	<i>681,886</i>	<i>503,385</i>	<i>26.18%</i>
Other Funds					
City of Fort Collins Funds	29,273	29,273	27,350	(1,923)	107.03% (5)
<i>Subtotal Revenue from Other Sources</i>	<i>29,273</i>	<i>29,273</i>	<i>27,350</i>	<i>(1,923)</i>	<i>107.03%</i>
Miscellaneous Revenue	51	316		(316)	0.00%
Interest Earned	38	229		(229)	0.00%
Use of Reserves					
<i>Subtotal Other Revenue Sources</i>	<i>89</i>	<i>545</i>		<i>(545)</i>	<i>0.00%</i>
Total Revenue- Combined Sources	386,935	1,014,070	2,477,957	1,463,887	40.92%
EXPENDITURES/EXPENSES					
Administration	79,157	218,542	350,132	131,590	62.42%
Transportation Planning	164,734	471,266	711,780	240,514	66.21%
Mobility Management	12,641	24,127	33,840	9,713	71.30%
<i>Subtotal Payroll Expense</i>	<i>256,533</i>	<i>713,935</i>	<i>1,095,752</i>	<i>381,817</i>	<i>65.15%</i>
Professional Services & Consulting	61,570	229,801	578,583	348,782	39.72% (6)
<i>Subtotal professional Services & Consulting</i>	<i>61,570</i>	<i>229,801</i>	<i>578,583</i>	<i>348,782</i>	<i>39.72%</i>
Fleet Expense		4		(4)	0.00%
Insurance Expense	1,776	5,328	3,631	(1,697)	146.75% (7)
Office Furniture/Equipment (non-cap)	166	5,676	13,344	7,668	42.54%
Office Supplies	195	1,460	3,179	1,719	45.92%
Communications (phone/data/fax)	3,805	11,542	15,306	3,764	75.41%
Postage	154	439	929	490	47.25%
Printing					
Rent	40,923	128,514	160,366	31,852	80.14%
Other Office Operating (Facility, Repairs, Furniture move)	1,802	4,476	5,486	1,010	81.58%
Recycling, Office Equipment Lease)					
Dues, licensing and Subscriptions	4,606	10,363	10,066	(297)	102.95% (8)
Maintenance Contracts - Copier					
maintenance/usage	5,660	16,795	12,704	(4,091)	132.20% (9)
Software maintenance	4,202	20,752	189,318	168,566	10.96%
Outreach	570	856	8,880	8,024	9.64% (10)
Other Operating Costs	1,327	4,062	4,434	372	91.60%
Event/Meeting Expense	2,375	6,351	10,899	4,548	58.27%
Indirect Costs	(24,233)	(52,303)	(110,699)	(58,396)	47.25%
Travel/Conference/Training Expense	3,338	4,937	35,117	30,180	14.06% (10)
Capitalized Equipment /Vehicles					
Interest Expense		9		(9)	0.00%
Loan Payments		8,406	8,406	8,406	100.00%
Pass through Expenses		47,040	40,256	(6,784)	116.85% (11)
<i>Subtotal Other Expenses</i>	<i>66,555</i>	<i>236,192</i>	<i>411,622</i>	<i>175,430</i>	<i>57.38%</i>
Total Expenditures/Expenses	384,659	1,179,929	2,085,957	906,028	56.57%
Excess(Deficiency of Revenue over Expenditures)	(32,818)	(200,952)		200,952	0.00%

Metropolitan Planning Organization
Statement of Revenue, Expenditures and Changes in Fund Balance
For the Nine Months Ending September 30, 2021

Explanation of Variances

(1)	A single vehicle was purchased for Envision using 5310 Capital funding
(2)	Delay in contracting resulted in a delay in billing
(3)	Delay in contracting resulted in a delay in project kickoff, Consultant has been selected and contract is pending
(4)	State funds for COVID relief, \$100,000 passed through to subrecipients
(5)	More funds allocated to the MPO then budgeted
(6)	Consultant projects started later in the year
(7)	Increased staff resulted in higher than budget Workers Comp Insurance
(8)	Majority of dues are paid at the beginning of the year
(9)	Printer Maintenance allocated based off usage, reduction in VanGo printing resulted in an increase in MPO expense
(10)	COVID resulted in reduced outreach expenses as well as a reduction in travel expenses due to remote meetings
(11)	Budgeted amount did not include the local match

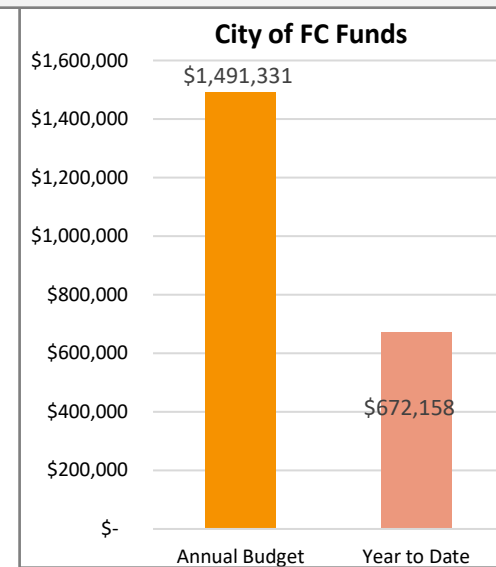
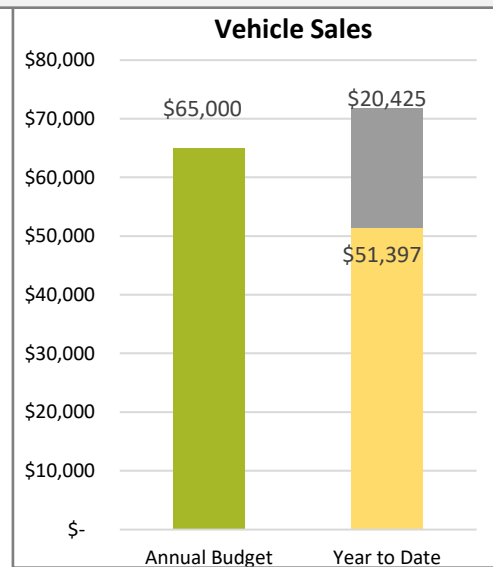
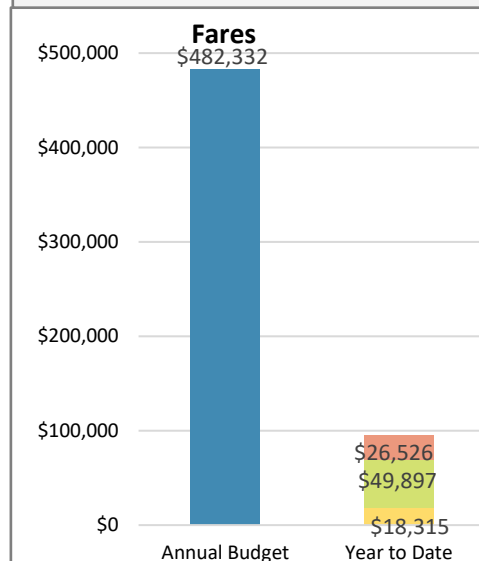
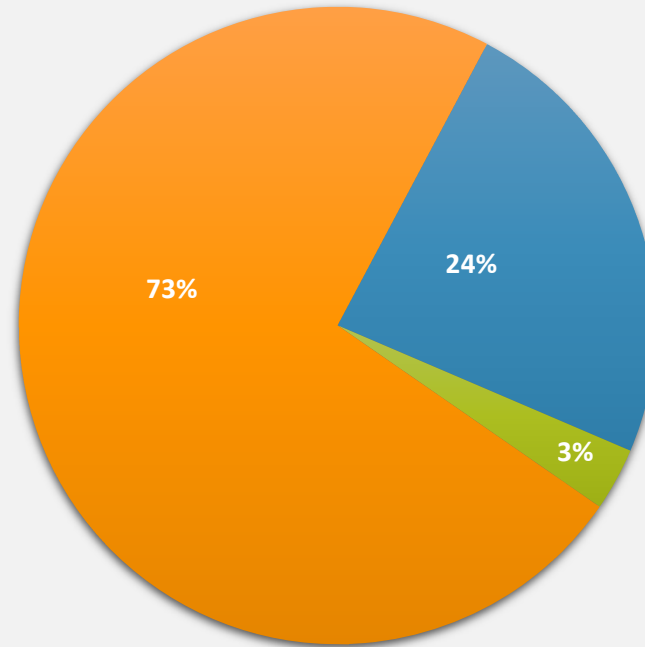
VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- Fares
- Vehicle Sales
- City of FC Funds



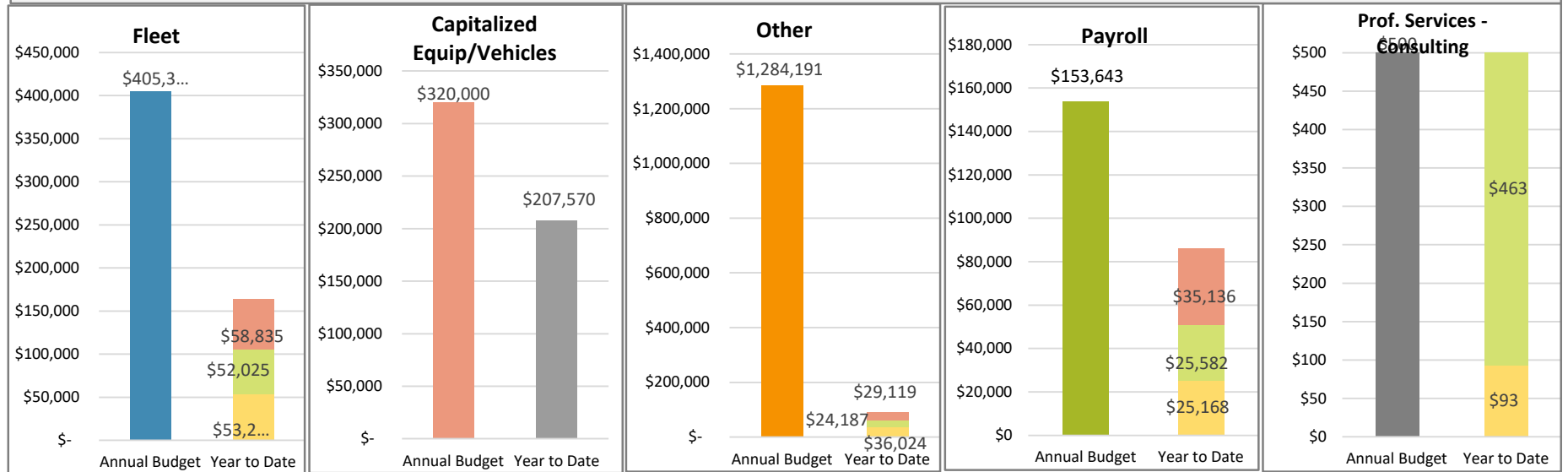
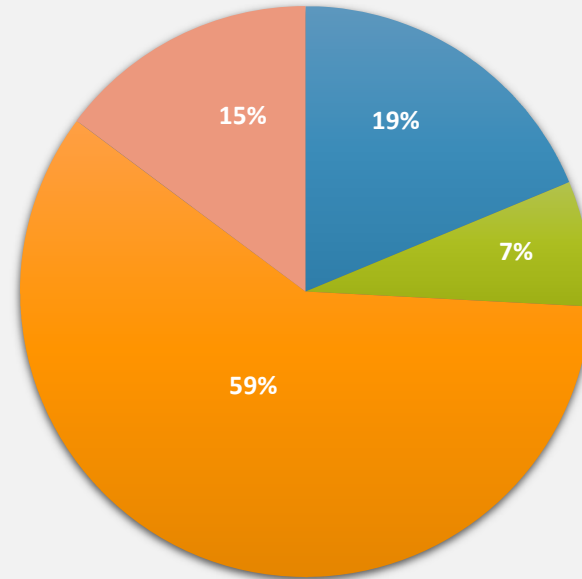
VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Fleet
- Payroll
- Other
- Prof. Services - Consulting .02%
- Capitalized Equipment/ Vehicles



VANGO
Statement of Net Position
For the Nine Months Ending, September 30, 2021

ASSETS

Cash and Cash Equivalents	\$404,868
Investments	4,441,413
Receivables	57,850
Advances to Other Funds	491,235
Loan Receivable	9
Prepays	21,629
Capital Assets, net	351,386
Total Assets	<u>5,768,390</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	213,162
Deferred Revenue	8,423
Due to Other Funds	28,862
Accumulated Leave - Due in less than one year	7,246
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	1,082
Total Liabilities	<u>258,775</u>

FUND BALANCE

Unreserved	5,846,754
Current Year Revenue over (under) Expenditures	(337,139)
Total Fund Balance	<u>5,509,615</u>

Total Liabilities and Fund Balance	<u>5,768,390</u>
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VANGO
Revenue, Expenditures & Changes in Fund Balance
For the Nine Months Ending September 30, 2021

	2021 September	2021 Year to Date	2021 Budget	Variance	% Complete
REVENUE					
Program Revenue - Fares	26,526	94,738	482,332	387,594	19.64% (A)
Sale of Vehicles	20,425	71,822	65,000	(6,822)	110.50%
City of Fort Collins Funds	672,158	672,158	1,491,331	819,173	45.07%
<i>Sources</i>	<i>719,109</i>	<i>838,718</i>	<i>2,038,663</i>	<i>1,199,945</i>	<i>41.14%</i>
Interest Earned	317	1,867		(1,867)	0.00%
<i>Subtotal Other Revenue Sources</i>	<i>317</i>	<i>1,867</i>		<i>(1,867)</i>	<i>0.00%</i>
Total Revenue- Combined Sources	719,427	840,585	2,038,663	1,198,078	41.23%
EXPENDITURES/EXPENSES					
Fleet Expense					
Fleet Insurance	22,965	68,351	125,899	57,548	54.29% (B)
Fleet Motor Fuel & Oil	16,401	37,597	115,743	78,146	32.48% (B)
Fleet Repairs & Maintenance	18,511	52,103	151,394	99,291	34.42% (B)
Fleet Repairs & Maintenance- Insurance Deductible	500	5,000	4,258	(742)	117.43% (C)
Guaranteed Ride Home	55	55	307	252	17.91% (B)
Fleet Other	403	995	7,728	6,733	12.88% (B)
Depreciation					
<i>Subtotal Fleet Expense</i>	<i>58,835</i>	<i>164,103</i>	<i>405,329</i>	<i>241,226</i>	<i>40.49%</i>
VanGo Payroll	35,136	85,886	153,643	67,757	55.90%
Professional Services and Consulting		555	500	(55)	111.00%
Communications (phone/data/fax)			4	4	0.00%
Postage		9	6	(3)	148.33%
Credit Card Fees	1,954	5,317	13,437	8,120	39.57% (B)
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			77	77	0.00%
Dues, Licensing and Subscriptions	544	1,029	825	(204)	124.78% (D)
Maintenance Contracts - Copier maintenance/usage	38	478	31,363	30,885	1.52%
Bad Debt			2,000	2,000	0.00%
Rideshare Promotion	681	1,743	15,601	13,858	11.17%
Event/Meeting Expense			510	510	0.00%
Indirect Costs	24,233	52,303	110,699	58,396	47.25%
Travel/Conference/ Training	1,667	1,862	2,200	338	84.63%
Capitalized Equipment/Vehicles	207,570	207,570	320,000	112,430	64.87%
Transfer to MPO	35,094	45,654	446,033	400,379	10.24% (E)
Budget Only - Use of Rserve			661,436	661,436	0.00%
<i>Subtotal Other Expenses</i>	<i>236,689</i>	<i>315,965</i>	<i>1,604,191</i>	<i>1,288,226</i>	<i>18.99%</i>
Total Expenditures/Expenses	330,660	566,509	2,163,663	1,597,154	26.07%
Excess(Deficiency of Revenue over Expenditures)	388,767	274,076		(399,076)	0.00%

Explanation of Variances

- | |
|---|
| (A) Decreased participation due to COVID and remote work resulted in reduced revenue |
| (B) Decreased participation due to COVID and remote work resulted in reduced expenses |
| (C) More insurance claims then expected |
| (D) Additional membership purchased not origionally budgeted |
| (E) Delay in MMOF contracting resulted in a delay in billings which are matched with VanGo funds |

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of September 30, 2021

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Total Federal Expenditures
<u>U.S. Department of Transportation</u>			
Passed through Colorado Department of Transportation			
<i>Highway Planning and Construction Cluster:</i>			
Highway Planning and Construction	20.205	20-HTD-ZL-00104	\$ 574,565 CPG
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	<u>41,603</u> STBG
Total Highway Planning and Construction Cluster			616,168
<i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00207	22,322 5310 Urban
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00219	9,916 5310 Rural
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00186	<u>37,632</u> 5310 capital (closed)
Total Transit Services Programs Cluster			69,870
Total U.S. Department of Transportation			<u>686,038</u>
Total Federal Financial Assistance			<u>\$ 686,038</u>

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of September 30, 2021

Institution	Account Number	Balance as of September 30, 2020		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	\$ 384,881.40		\$ 384,881.40
1st National Bank	7343		\$ 404,158.98	\$ 404,158.98
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 384,956.40	\$ 404,158.98	\$ 789,115.38
Investments				
COLOTRUST	8001	\$ 615,909.65	4,484,333.88	\$ 5,100,243.53
Total Investments		\$ 615,909.65	\$ 4,484,333.88	\$ 5,100,243.53
Total Savings and Investments		\$ 1,000,866.05	\$ 4,888,492.86	\$ 5,889,358.91

<i>Operating Reserves</i>		<i>Capital Reserve</i>	<i>Reserved for Specific Use</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>VanGo</i>	<i>VanGo</i>	<i>MPO</i>	<i>VanGo **</i>	
				\$ 384,881.40		\$ 384,881.40
					\$ 404,158.98	\$ 404,158.98
				\$ 75.00		\$ 75.00
\$ -	\$ -	\$ -	\$ -	\$ 384,956.40	\$ 404,158.98	\$ 789,115.38
\$ 410,446.00	\$ 514,566.00	\$ 388,817.31	\$ 663,659.82	\$ 205,463.65	\$ 2,917,290.75	\$ 5,100,243.53
\$ 410,446.00	\$ 514,566.00	\$ 388,817.31	\$ 663,659.82	\$ 205,463.65	\$ 2,917,290.75	\$ 5,100,243.53
\$ 410,446.00	\$ 514,566.00	\$ 388,817.31	\$ 663,659.82	\$ 590,420.05	\$ 3,321,449.73	\$ 5,889,358.91

** Funds in excess of required reserves, the majority of which are capital funds exchanged for local sales tax.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
December 2, 2021 Severance	November 2021 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To approve the November 2021 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The November 2021 TIP Amendment includes two revision requests from CDOT Region 4:</p> <ul style="list-style-type: none">Adding five new projects to the <i>Region 4 Hazard Elimination Pool (HSIP)</i> with \$5,845K (\$5,261K Federal/\$287K State/\$297K Local) in FY24.Adding new project pool <i>NFR Revitalizing Main Streets</i> project with \$5,599K total funding (\$4,519K State/\$1,080K Local) in FY22. <p>The attached November 2021 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
This is the first and only time Planning Council is scheduled to see the November 2021 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the November 2021 TIP Amendment begins on November 10, 2021 and concludes on December 9, 2021.</p> <p><u>Funding Types and Uses</u></p> <p>Highway Safety Improvement Program (HSIP) funds are used to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</p> <p>The Safer Main Streets (SMS), or Revitalizing Main Streets, funding program is part of Colorado's COVID-19 Recovery Plan. The Revitalizing Main Streets Program was made possible through a \$30 million allocation from the state legislature in March 2021. This program is intended to help communities across the state implement transportation-related projects that improve safety and yield long-term benefits to community main streets.</p>		
Advantages		
<ul style="list-style-type: none">TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.		
Disadvantages		
<ul style="list-style-type: none">None noted.		
Analysis/Recommendation		
<ul style="list-style-type: none">TAC recommended Planning Council approve the November 2021 TIP Amendment to the FY2022-2025 TIP at their meeting on November 17, 2021		
Attachments		
<ul style="list-style-type: none">November 2021 Policy Amendment Form<i>Resolution 2021-25</i>		

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2021-A11

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 11/10/2021

Safety

PREVIOUS ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	1,463	2,025	1,440	2,300	1,250	1,250	8,265	-
STIP ID:	SR46666	State	SHF	17	-	-	-	-	-	0	-
TIP ID:	P-20	Local	L	105	225	160	255	-	-	640	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	1,585	2,250	1,600	2,555	1,250	1,250	8,905	-
Description:	Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:										
	STIP ID	Title			Sponsor						
	SR46666.060	US287 (College Ave) & Trilby Rd			City of Fort Collins						
	SR46666.079	Lemay Ave & Drake Rd			City of Fort Collins						
	SR46666.081	Timberline Rd and Carpenter (SH 392)			City of Fort Collins						
	SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St			City of Fort Collins						
	SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades			City of Greeley						
	SR46666.087	US 85 Business & 8th Ave			City of Greeley						
	SR46666.088	CR 38E & CR 73C			Larimer County						
	SR46666.089	US 34 and Glade Road			Larimer County						

REVISED ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	HSIP	1,463	2,025	1,440	2,300	6,511	1,250	13,526	-
STIP ID:	SR46666	State	SHF	17	-	-	-	287	-	287	-
TIP ID:	P-20	Local	L	105	225	160	255	297	-	937	-
Type:	Safety Improvements	Local	LOM	94	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	1,585	2,250	1,600	2,555	7,095	1,250	14,750	-
Description:	Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:										
	STIP ID	Title				Sponsor					
	SR46666.060	US287 (College Ave) & Trilby Rd				City of Fort Collins					
	SR46666.079	Lemay Ave & Drake Rd				City of Fort Collins					
	SR46666.081	Timberline Rd and Carpenter (SH 392)				City of Fort Collins					
	SR46666.085	Timberline Rd/Lincoln Ave/Mulberry St				City of Fort Collins					
	SR46666.086	US 34 & WCR 17 Traffic Signal Upgrades				City of Greeley					
	SR46666.087	US 85 Business & 8th Ave				City of Greeley					
	SR46666.088	CR 38E & CR 73C				Larimer County					
	SR46666.089	US 34 and Glade Road				Larimer County					
	SR46666.092	Hwy 34 Business Intersection Improvements				City of Greeley					
	SR46666.093	Backplate & dilemma Zone Detections				City of Loveland					
	SR46666.094	Intersections (Ped) Improvements				City of Loveland					
	SR46666.095	Guardrail and HFST				Larimer County					
	SR46666.097	CO 392 & Weld CR 35				CDOT Region 4					
Revision:	Adding five new pool projects with \$5,845K total funding (\$5,261K Federal/\$287K State/\$297K Local) in FY24 consisting of \$464K for SR46666.092, \$1,689K for SR46666.093, \$425K for SR46666.094, \$396K for SR46666.095, and \$2,871K SR46666.097.										

NEW ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY22 Rolled	FY 22	FY23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	State	SMS	-	-	4,519	-	-	-	4,519	-
STIP ID:	SR46000	Local	L	-	-	1,080	-	-	-	1,080	-
TIP ID:	P-26		Total	-	-	5,599	-	-	-	5,599	-

Type: Operations**Air Quality:** Exempt from conformity analysis**Description:** Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University
SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins
SR46000.002	16th Street Corridor Improvements	City of Greeley

Revision: Adding new project pool with \$5,599K (\$4,519K State/\$1,080K Local) in FY22 with two new projects: SR46000.001 (\$581,736 State/\$102,659 Local) and SR46000.002 (\$2,000,000 State/\$500,000 Local) and additional funding for existing projects SR47007.017 (\$500,000 State/\$125,000 Local) and SR47020.037 (\$1,437,500 State/\$352,500 Local)

RESOLUTION NO. 2021-25
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE NOVEMBER 2021 AMENDMENT TO THE
FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2022-2025 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2022-2025 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2022-2025 TIP; and

WHEREAS, the November 2021 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2022-2025 TIP remains fiscally constrained; and

WHEREAS, this action is contingent on no public comment being submitted by December 9, 2021.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2022-2025 TIP by revising the following funding and projects:

- Highway Safety Improvement Program (HSIP):
 - Adding five new projects to the *Hazard Elimination Pool (HSIP)* with \$5,261K Federal, \$287K State, and \$297K Local funding.
- Safer main Streets (SMS) funding:
 - Adding new project pool *NFR Revitalizing Main Streets* with two new projects and additional funding for two existing projects with \$4,519K State and \$1,080K Local funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of December 2021.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: December 2, 2021

Re: 10-Year Strategic Pipeline of Projects Update

Background

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the *2045 Statewide Plan*.

To ensure the NFRMPO's regional priorities were reflected in CDOT's list, the NFRMPO prioritized projects in the region. A list of 57 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, was compiled from a variety of sources, including: the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members.

A Work Session to prioritize these projects was held on January 16, 2020. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their *2045 Statewide Plan*.

To ensure the Statewide 10-Year list continues to reflect CDOT's priorities and remains a living document, CDOT has begun the process of reviewing the 10-Year Plan. CDOT staff has asked TPRs, MPOs, and CDOT Regions to review their respective lists to ensure any changes to priorities and projects are accurately reflected and that the projects on the list are still the State's top priorities. Working from CDOT's timeline, the deadline for completing this update is January 2022.

NFRMPO staff has reviewed the lists of projects approved by Planning Council in January 2020 and determined none of the NFRMPO 10-Year list projects have been funded or moved forward. Staff presented the list to Planning Council at their November 4, 2021 meeting to ensure the priority corridors represented in the list remained the region's priorities. With confirmation from Planning Council that these corridors remain the NFRMPO's priorities, Staff asked TAC members for their input and feedback on the projects in the list to ensure the priorities of the region are reflected in the NFRMPO's list.



Action

Staff has requested TAC member feedback by Wednesday, December 1, 2021 due to the timing of the TAC meeting, Council Packet, and Thanksgiving holiday. The updated listed will be provided to Planning Council members on December 1, 2021. The projects on the list will be discussed at the December 2, 2021 Council meeting.

STAC Summary – November 12, 2021

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director
 - There is a need to hire more staff. In 2013, the Responsible Acceleration of Maintenance and Partnerships (RAMP) program increased the construction budget. As that wound down, SB17-267 created an influx of funding. CDOT will be asking the Transportation Commission for a 3% increase in funding to hire staff.
- 2) Transportation Commission (TC) Report – Vince Rogalski, STAC Chair
 - TC discussed a program to allow sponsorship of rest areas.
 - TC passed two resolutions to provide funding for Front Range Rail in the form of a loan
 - TC discussed the 10-Year Plan update. One issue was the lack of information on how much money each Region would receive.
- 3) Legislative Report – Andy Karsian and Jamie Grimm, CDOT Office of Policy and Government Relations
 - CDOT is preparing for the state legislative session which starts on January 12. CDOT will be doing several presentations including enforcing closure of mountain express lanes and CDOT's Annual Smart Hearing.
 - CDOT is preparing responses and a presentation to brief the Joint Budget Committee in November.
 - CDOT is applying for a Capital Development Committee grant for airport aviation weather towers.
 - The Governor's newly released budget has some air quality program funding. The budget also included funding for Revitalizing Main Streets and the Burnham Yard National Environmental Policy Act (NEPA) process.
 - Specific funding amounts won't be clarified until the rulemaking concludes.
 - Staff presented on anticipated federal funding for programs receiving formula funding: highways, bridges, transit, broadband, electric vehicle charging, airports, and discretionary grants, many of which may see increases. Some of this funding won't be available until it is appropriated. Appropriated amounts are usually a little less than the authorized amount.

STAC Discussion

- The breakdown of federal funding to Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs) will be available in December.
- 4) FY23 Draft Budget Overview – Jeffrey Sudmeier, CDOT Chief Financial Officer
 - The draft FY23 budget will be presented to the November TC for approval. TC will only be approving a draft. The final budget will be finalized in March. The FY23 budget will take effect on July 1, 2022.
 - The most current forecast for FY23 reflects a shortfall of \$36 million from what would have been forecasted pre-pandemic. \$40 million in new HUTF revenue is projected, but this is offset by lag in motor fuel collections and temporary reductions in Funding Advancement for Surface Transportation Economic Recovery (FASTER) fees.
 - Revenue is forecasted to be \$1.5 billion with a surplus of \$1.9 million. Expenditures will be \$2.1 billion.
 - 44% of the budget is allocated to capital construction. 26% is allocated to maintenance and operations. 17% is sub-allocated to pass-through programs. 13% goes to other programs, research, debt service.
 - The presented information does not reflect changes from the federal infrastructure bill. We will reassess these numbers in light of the federal bill.
 - Legislative items for our legislative agenda are: temporary fuel products fee reduction, Multimodal and Mitigation Options Fund (MMOF) rollover authority, first time drunk driving spending authority.
 - In the Governor's air quality investment package, CDOT has legislative placeholders for Revitalizing Main Streets, Burnham Yard National Environmental Policy Act (NEPA) process costs, and Front Range rail.
 - 5) 10-Year Plan Update – Rebecca White, CDOT Director, Division of Transportation Development; Aaron Willis, CDOT Manager, Statewide and Regional Planning Section
 - TC is still deliberating on updating the TC Guiding Principles. The proposed additions reflect the goals of SB21-260 and House Bill 19-1261.
 - Updating the plan has four components: fully deliver FY19-22, build a new four year priority list for FY23-26, develop out-year projects for FY27-30, and add additional years FY31-32 to have a completed ten year plan.

- CDOT staff are meeting with MPOs and TPRs to review the current year 5-10 project list. Discussions focus on which projects to remove, add, clarify, and modify. In making these decisions, the following factors are considered: the TC Guiding Principles, the GHG rule, project readiness, MPO/TPR planning cycles, MPO/TPR prioritized projects, funding type, available funding, and maintaining rural goals for paving, multimodal transportation, and transit.
- The robust expenditure forecast for the FY22 construction program gives some flexibility in the timeline for updating the 10-Year plan. This will allow for better alignment with TPR/MPO planning cycles.

STAC Discussion

- Equity distribution of projects within the state is under discussion right now. We are proceeding with the SB17-267 formula and will bring those results to the STAC and TC next month.
- 6) Multimodal and Mitigations Options Fund (MMOF) – Michael Snow, CDOT Transportation Planner, DTD
- SB21-260 expanded the role and purpose of MMOF to include Disadvantaged (DI) communities. This change prompted a reexamination of the formula for distributing the funding to MPOs/TPRs. At the same time, the match reduction formula has been reconsidered. Statute requires the distribution formula be developed in consultation with STAC, TRAC, transit, bike/ped and other advocacy groups. The MMOF Advisory Committee formed in 2019 reconvened to consider changes to both the distribution and match reduction formulas.
 - The Advisory Committee recommended keeping the 81%/19% funding split between urban and rural areas. On the rural area formula, the group eliminated unlinked passenger trips and shifted weighting to the DI Community, disabled, and aged 65+ criteria. The urban area formula recommended is generally unchanged from the existing one, which retains unlinked passenger trips, thereby omitting consideration of disabled individuals and individuals aged 65+. Staff also presented the many other variables considered for funding distribution.
 - The MMOF Advisory Committee recommended a new match formula that uses factors considered more reflective of an entity's fiscal health: median household income, median home value, poverty, and individuals aged 65+. This new formula reduces the number of match rates to three, while moderately increasing the number of applicants eligible for a match reduction relative to the current formula.
 - The Transit & Rail Advisory Committee (TRAC) made no additional distribution formula recommendations, but advised that it be revisited when new 2020 Census data or other updated data becomes available. TRAC also urged MPOs/TPRs to make multi-year commitments to enable new transit services.
 - FY21 state revenues were very strong. The resulting excess revenues above the TABOR cap means MMOF will receive an additional \$108.1 million in June 2022. MPOs/TPRs may therefore consider project selections for both the federal ARPA funds and these state funds.

STAC Discussion

- There was concern for the urban areas' exclusion of disabled and individuals age ≥ 65 . One explanation from an urban representative was that there are already many factors considering population.
- 7) GHG Rulemaking Update – Theresa Takushi, CDOT Greenhouse Gas Climate Action Specialist
- The GHG working group is still in listening mode. The deadline for comments is November 18. All comments received to date are posted on the website. Staff presented the categories of comments received.
 - After the comment period is closed, an ad hoc committee will review all the comments and prepare responses.
- 8) Snowstang Service Update – Michael Timlin, CDOT Senior Manager, Division of Transit and Rail
- Copper Mountain has joined Loveland, A-Basin, and Steamboat/Howelsen in participating in Snowstang.
 - The new name "Pegasus" has been approved, along with a new wrap for the vehicles. New fleet vehicles have been ordered, with an expected delivery date in January.
 - We are awaiting a Pegasus launch date and finalizing parking agreements with the towns.
- 9) STAC Business – Vince Rogalski, STAC Chair
- It was proposed to begin STAC meetings 30 minutes earlier to 8:30 so that all agenda items could be covered. The majority of those who commented were in favor of this.
 - To save on staff time, it was proposed that STAC minutes be presented as time-stamped summary notes along with the recording. There was consensus to approve this, pending confirmation that legal meeting minute requirements would be satisfied.